Agenda: Organization/Agency Stakeholder Meeting

MEADOWDALE BEACH COUNTY PARK FEASIBILITY STUDY

Meeting Date and Time:	Thursday, December 11, 2014, 10:00 am to 12:00 pm
Location:	Willis Tucker Park Administration Bldg. 6705 Puget Park Drive, Snohomish, Washington Gary Weikel Room

Introductions (Logan) — 5 minutes

Project Purpose (Logan) — 15 minutes

- Brief Overview of Project History (Logan)
- Overview of Objectives of Project (Logan)

Project Scope and Schedule (Kathy) — 15 minutes

- Opportunities for Stakeholder Involvement and Comment (Kathy or Logan)

Overview of Evaluation Criteria (Kathy) — 10 minutes

Discussion of Evaluation Criteria (All Participants) — 1 hour

Summarize and Clarify Comments (Peter) — 15 minutes

Next Steps (Logan) — 5 minutes

Minutes: Agency/Organization Stakeholder Meeting

MEADOWDALE BEACH COUNTY PARK FEASIBILITY STUDY

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Attendees

Snohomish County Staff
- Logan Daniels
- Sharon Swan
- Kathleen Herrmann
- Frank Leonetti
- Tom Teigen
- James Yap

Anchor QEA, Consultants
- Kathy Ketteridge
- Peter Hummel

Confluence Environmental, Consultants
- Paul Schlenger

Agency/Organization Stakeholders

Introductions, Purpose of Meeting, and Overview

Logan introduced the Snohomish County staff and consultants. She explained that the purpose of the meeting was to obtain input on the evaluation criteria. Tom Teigen provided an overview of the project context. A PowerPoint presentation for a portion of the meeting included a presentation of the preliminary evaluation criteria. Copies of the agenda and list of preliminary evaluation criteria were provided to all participants.

Project History, Objectives, Scope, and Schedule

- Logan provided a brief overview of the project history and sediment conditions at the culvert that have led to the project.
- Logan presented an overview of the objectives of the project.
- Kathy Ketteridge provided an overview of the schedule, the main tasks in the project scope of work, and the studies that will be conducted of the conceptual alternatives.
- Additional opportunities for an Agency/Organization Stakeholder Meeting will be when the draft project deliverables are provided to the County for review.

Preliminary Evaluation Criteria and Round-Robin Discussion

Kathy, Peter, and Paul presented the preliminary evaluation criteria and described how they will be used to evaluate proposed alternatives and in selection of the preferred alternative. Following this overview, each agency/organization stakeholder was allowed up to 5 minutes to comment on the proposed evaluation criteria and the

project in general. Kathy typed comments as they were provided, and the typed comments were visible on the projector screen. The comments are attached; organized by topic.

Next Steps and Meeting Adjournment

- Logan described the upcoming steps in the project including development of conceptual alternatives.
- Meeting Minutes and other project information will be posted on the County's website, and Logan provided that information.

Attachments

- Attachment 1: Preliminary Evaluation Criteria List
- Attachment 2: Agency/Organization Stakeholder Meeting Discussion Notes
- Attachment 3: Agency/Organization Stakeholder Meeting Presentation

Meeting summary prepared by	*Kathy Ketteridge and Peter Hummel, Anchor QEA, LLC*	*January 2015*

Communicate any discrepancies in these meeting minutes, in writing, to Kathy Ketteridge (kketteridge@anchorqea.com) within 7 days.

Revised Draft Evaluation Criteria

MEADOWDALE BEACH COUNTY PARK FEASIBILITY STUDY

Public Safety

- Beach Access Across BNSF Right-of-Way

Support for Project

- Stakeholders
- Permitting Agencies

Parks and Recreation

- Pedestrian / ADA Access and Circulation
- Balance Public Access Opportunities with Habitat Protection
- Conversion of Lower Lawn Areas to Habitat
- Facility Relocation
- Operations and Maintenance
- Ability to Provide Suitable Use Areas for Current and Anticipated Programs and User Groups, including Education Uses
- Views

Sediment Transport and Coastal Processes

- Sediment Transport Capacity of Opening, for Creek Sediment Loads
- Potential for Channel Migration and Meandering
- Shoreline Wave and Erosion Affecting Park and Railroad
- Sediment Transport Distribution on Delta

Habitat Restoration

- Quantity and Diversity of Nearshore Habitat Waterward of Railroad Crossing
- Juvenile Salmon Fish Passage Conditions into Lower Creek
- Size of Transition Zone between Saline and Freshwater Habitats
- Quality of Lunds Gulch Creek Habitat
- Quantity and Quality of Riparian Vegetation along Stream and Nearshore
- Quality of Freshwater Wetland
- Habitat Connectivity for Non-fish Species

BNSF

- Consistent with Railroad Engineering Standards
- Constructible within BNSF Work Windows
- Meets BNSF O&M Standards

Funding Opportunities

- Probability to Obtain Grants
- Additional Fundraising and Partnership Opportunities

Sustainability

Cost/Benefit Considerations, Short- and Long-Term

Agency/Organization Stakeholder Meeting Discussion Notes

MEADOWDALE BEACH COUNTY PARK FEASIBILITY STUDY

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Discussion Notes

- Gravel: What is the load? The gravel will be coming through for years. There will continue to be slides, etc. How will it get through the tunnel and if it deposits at the tunnel entrance (even if it is wide) that will cause an issue similar to the problems we are having now.

- Access for people can be more important than getting fish into the creek (upper). If the trestle is too expensive and we need to put in another tunnel, and if the tunnel is placed in the same place as the original one, then we will have the same issues. We will want to consider moving the tunnel (second one) to another location. Is there an alternative on the table for a second tunnel and if so where would it go? (This will be part of our alternatives analysis being completed as part of this project.)

- WRIA 8 has some plans on the books for this site; these are in line with the objectives for the project as stated during the presentation.

- Good to coordinate with BNSF early.

- Getting people of out the creek; having separate public access from creek access. Overpass could be one idea; however, that could be a challenge for ADA access.

- WRIA 8 does not have a lot of opportunities for doing restoration of these types of systems (heavily armored by railroad right of way), so excited about the opportunity at the project location.

- Next 8-year plan; looking at population through 20XX and how important parks are in these urban areas. The conclusion from that effort, what we are hearing from people, is that the Park is heavily used and folks like the park; we get calls when it is closed. Snohomish County is quite low on areas for water access compared to adjacent counties.

- Land use associated with the watershed. We are focusing on the park here, but something that needs to be brought into the process is the level of development happening in the watersheds, both existing and future planned.

    - One idea: Establish low impact requirements for new development.

  - This may happen through the County by 2015.
  - Use urban growth surcharge fees to establish a salmon and trout relief fund that could provide some funds that can be grated out to home owners to reduce surface water runoff (existing developments).

- Include in the design what is happening in the upper watershed in the analysis. There are efforts to study stormwater (water quality). If needs can be clearly defined, then we may be able to dovetail some of that into this planned evaluation.
- MRC develops a work plan, and they have prioritized partnering with Parks to support this project. Therefore, there could be opportunities to look at the watershed issues within the context of this evaluation.
- You need to look at what is going on in the watershed. You have to control existing runoff and control that runoff, including for future developments.
- As a resident of Lund's gulch and educator who uses this for students, happy to hear this project is moving forward. Sustainability is important; really consider things on the scale of a trestle that can really open things up as much as possible.
  - Do want to address frustration; the railroad should be responsible for the damage they are doing to the ecosystem. They are significantly part of the problem and there should be a mechanism for holding them accountable for impacts.
- Anthropology is a holistic discipline, which is similar to how the park restoration effort should be evaluated. Therefore, Tom would like to offer assistance on the project within this context. Behavior change that could contribute to solutions of the problem, get the students involved to assist.
- Students already have been providing services to County and others for monitoring and data collection. Some of the work is done for free, and some leverages small contracts or available funding. Students are residents in the watershed as well as students in the field.
- A major concern is public safety; pedestrian safety getting to the beach without going across the tracks themselves. If there is another way to get people safely across then it should be done.
- There is a good amount of political discussion around the coal train proposals. This is along that route. A collision is the main reason that trains are derailed. This can also occur as a result of an emergency stop to try to avoid a collision.
- A train accident could cause a large and/or long-term issue in the area.

- We need to get folks to the beach; this is very important, but we need to do it safely.
- There is some effort to repair the fencing out there now that can keep folks from crossing tracks.
- The organization does have some funds available to increase the safety of railroad crossings (remove or find alternatives to at-grade crossings). You can get up to $20k for each request. Projects could be done in phases, as well as one singular effort.
- It is important to put out there that we have to get pedestrians across to the beach safely without being on tracks.
- Since we have to live with the trains (and traffic will likely increase) we need to make the crossing safe.
- This may be a good location to apply a "mitigation" strategy for public safety based on potential increase in train traffic along this line in the future.
- Strategy for watershed issues would be to "remove" some parcels of property from being developed to reduce stormwater inputs (or keep them from increasing).
- Relative to other locations between Seattle and Everett, this location stands out for fisheries benefits. So, it is a priority site compared to other sites. This is due to sediment load (not sediment starved).
- Thinking about sea level rise (SLR) and sustainability is important to keep in mind when developing alternatives and choosing/refining a refined alternative.
- How will the project look into the future (due to SLR specifically)?
- Organize the criteria by various potential project elements (tabular outline).
- It will be useful to have clear cut ways to look at alternatives (and the scope of those) in such a way that you have a positives/negatives/no impact.
- We need to define sustainability for this site. What are the goals in terms of sediment transport and hydrology?
- For instance, for a sustainable transport of sediment/water, we need to build the project in one way vs. another way if we could reduce surface water inputs to the watershed.
- Surface water division doesn't set goals (per se) for the runoff thresholds, but usually does the evaluation of hydraulics based on input flows as defined and evaluates projects to deal with impacts of those flows.

- Glad to hear Tom talk about the grand vision of looking at what is the right thing to do here. Anything that is proposed (that will work) will be expensive.
- The restoration at Howarth Park, including public access as well as restoration, allowed for a wider net of grant funding opportunities for the project. This project was well funded due to the linkages between those two functions of the project. This opportunity exists at Meadowdale as well.
- The County has the least number of opportunities to get access to the nearshore area compared to other counties, so this is a priority for MRC.
- There has been a loss of pocket estuaries (~90% Puget Sound-wide).
- The railroad has armored significant portions of the shoreline in the Sound (and particularly in the County).
- There is a huge potential for bringing in different grants, including "out of the box" ideas that could be useful to help fund the project based on opportunities presented.
- Trestle that will provide access, large opening that can be used to restore natural process. This would be ideal.
- MRC has County money, federal grants, foundation, citizen/scientist groups, NOAA, EPA, and U.S. Fish and Wildlife. A good number of contacts to call upon to assist with funding strategies.
- We have evaluated about 60 streams. These sediment issues for this system are not unique to the area.
- What this project will be doing can be used to inform work that others are doing.
- This is not the only stream that is utilized by Chinook. Whatever comes out of this project could potentially be a template for what could be done at other locations, i.e., M&R.
- Suggestions for data collection: zero information regarding stream gages for coastal streams (water levels/flows) in this area.
- The stream in the context of the other streams. What is a natural process vs. what is a "problem" that needs or can be fixed?
- Parks should have the right as the owner of the lower end of the stream, that some of the problems at this site are the result of what is going on in the upper portions of the watershed.
- Stratigraphy evaluation as part of sediment load estimate. Look for sediment loads upstream of the Gulch.

- There is a relatively high flow in the summers due to aquifer/groundwater input to the stream.
- Equilibrium tidal channel size should be included in the evaluation (which it will be).
- Jamie Bails (contact person) at Fish and Wildlife.
- Fish and Wildlife has regulations for spans to consider: approximately 20 feet. Check these as part of the modeling scenarios.
- Fish data are available for this stream from Todd, and it would be very useful to have that on hand for inclusion in the evaluation.
- Interested in the dynamics between small streams and coastal processes. Todd would be interested in contributing to these evaluations.
- It is a bummer to walk all the way down to the beach and then have the outlet closed. Folks do some dangerous things to get to the beach in these cases.
- Would like to see a separate passage for the creek and people. This would seem to be the most sustainable solution for the site.
- Use the park area as an additional area for habitat restoration. This area is viewed as wasted space in a lot of ways; perhaps it could be put to use in other ways. Since you have to hike in, the lawn area may not be used for sports or other types of activities that require you to carry things down into the lawn area.
- (Peter) Gradient would need to be a consideration when looking at the lawn area and what we can do in that area in terms of habitat restoration.
- (Paul) there are opportunities for wetland restoration with this project.
- Washington Water Trails is mainly interested in access to the beach. Access from the water up. Meadowdale is an overnight site for the state water trail (from the water side) and it does get used in this capacity. Folks will use the restrooms, but most folks use the beach for overnight camping. But they do utilize the upland areas of the site during visits.
- There are opportunities to utilize volunteers as part of that organization for this project.
- Separate the stream from the public access would be preferred.
- Doug would know what the access frequency is for the overnight site (follow up on this). Possibly 20 or so folks per year. There are more that stop at the site, but they don't overnight.

- Potential to increase higher elevation areas for overnight use may be useful.
- If you don't address water quality issues, this could decrease the ability of salmon to survive in the creek.

Summary of Discussion

- Separation of the creek and people is a primary concern.
- Take into account the influence of upland actions on the alternatives to the extent possible within this project.
    - Land Use Policies and enforcement of existing codes comes under the Planning and Development Services Division of the County. However the Parks Director and Parks Naturalist have been involved in discussions with PDS supporting policies to reduce downstream impacts. This study will consider upstream contributory flows and sediment impacts based on current policies.
- Consider SLR in terms of sea level rise as part of the sustainability discussion.
- Define sustainability for this project, as part of goals (BNSF considerations, track elevations, etc.)
- Washington Water Trails, Edmonds CC, adopt stream, and Tulalip Tribes could offer assistance and enthusiasm for this project.
- Ability to solve multiple issues with one alternative opens up more opportunities for funding.

Meadowdale Beach County Park Feasibility Study

ANCHOR QEA

Snohomish County
Parks & Recreation Department and
Surface Water Mgt. Div./Public Works

Agency/Organization Stakeholder Meeting

SNOHOMISH COUNTY MARINE RESOURCES COMMITTEE

December 11, 2014

Meeting Agenda

- Introductions
- Overview of Project History
- Project Objectives
- Project Scope and Schedule
- Overview and Discussion of Evaluation Criteria
- Summary and Clarification of Stakeholder Input/Comment
- Next Steps

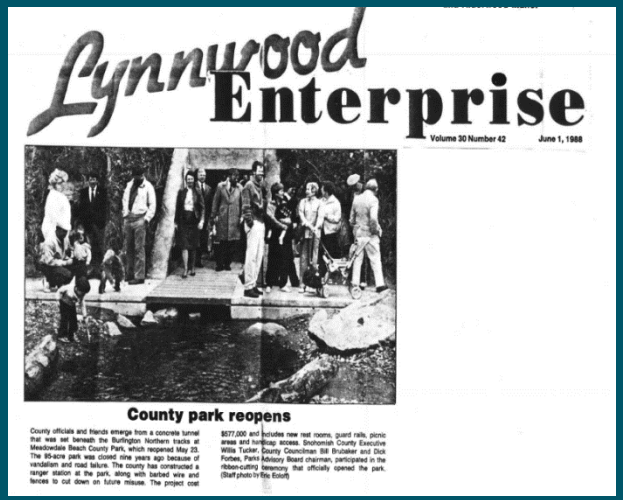
Introductions

Overview of Project History

- Snohomish County purchased park in 1971

  ** Changed post-meeting*

- Park closure due to slides and limited public/ emergency access in 1979
- Major park development through public process 1986 to 1988



Lynnwood Enterprise

Volume 30 Number 42 June 1, 1988

County park reopens

County officials and friends emerge from a concrete tunnel that was set beneath the Burlington Northern tracks at Meadowdale Beach County Park, which reopened May 23. The 86-acre park was closed nine years ago because of vandalism and road failure. The county has constructed a ranger station at the park, along with barbed wire and fences to cut down on future misuse. The project cost $577,000 and includes new rest rooms, guard rails, picnic areas and footbridge access. Snohomish County Executive Willis Tucker, County Councilman Bill Brubaker and Dick Forbes, Parks Advisory Board chairman, participated in the ribbon-cutting ceremony that officially opened the park. (Staff photo by Eric Eckert)

Overview of Project History

- Private Roadway and Crossing Agreement with BNSF in 1987
- Increased flooding events and deposition of sediments begin severely impacting park 2007 to present

Overview of Project History

- Interim Management
  - Operate under current permit/apply for future permits for maintenance activities
- Long-term Management
  - Meadowdale Beach County Park Feasibility Study (Why we are here!)

Project Objectives

- Pass sediment through the opening effectively and reduce maintenance

Project Objectives

- Accommodate increasing creek flows and reduce flooding events

Project Objectives

- Improve public access (including Americans with Disabilities Act [ADA] access) and safety to the beach

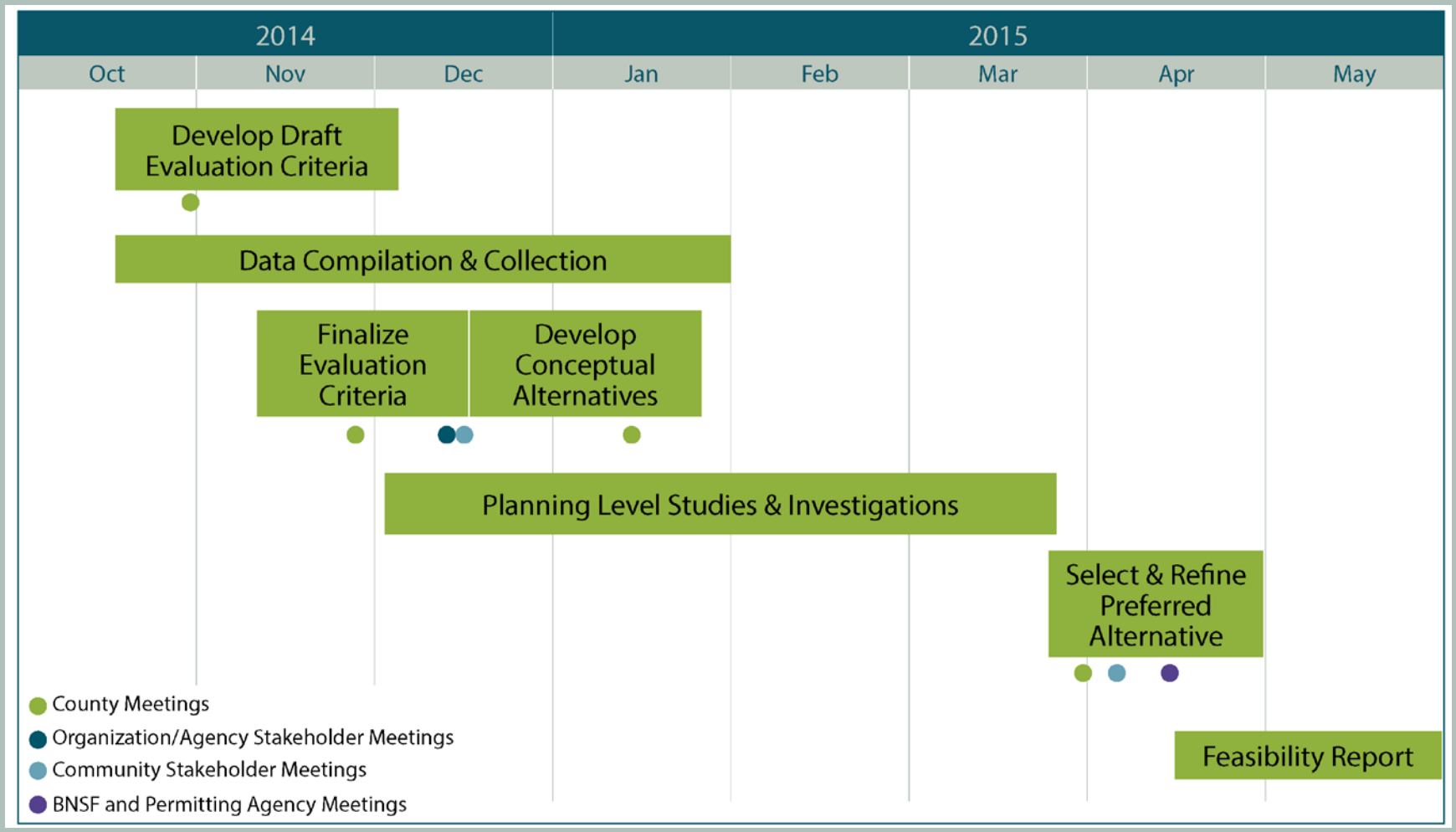
Project Objectives

- Enhance recreational and educational use of the park

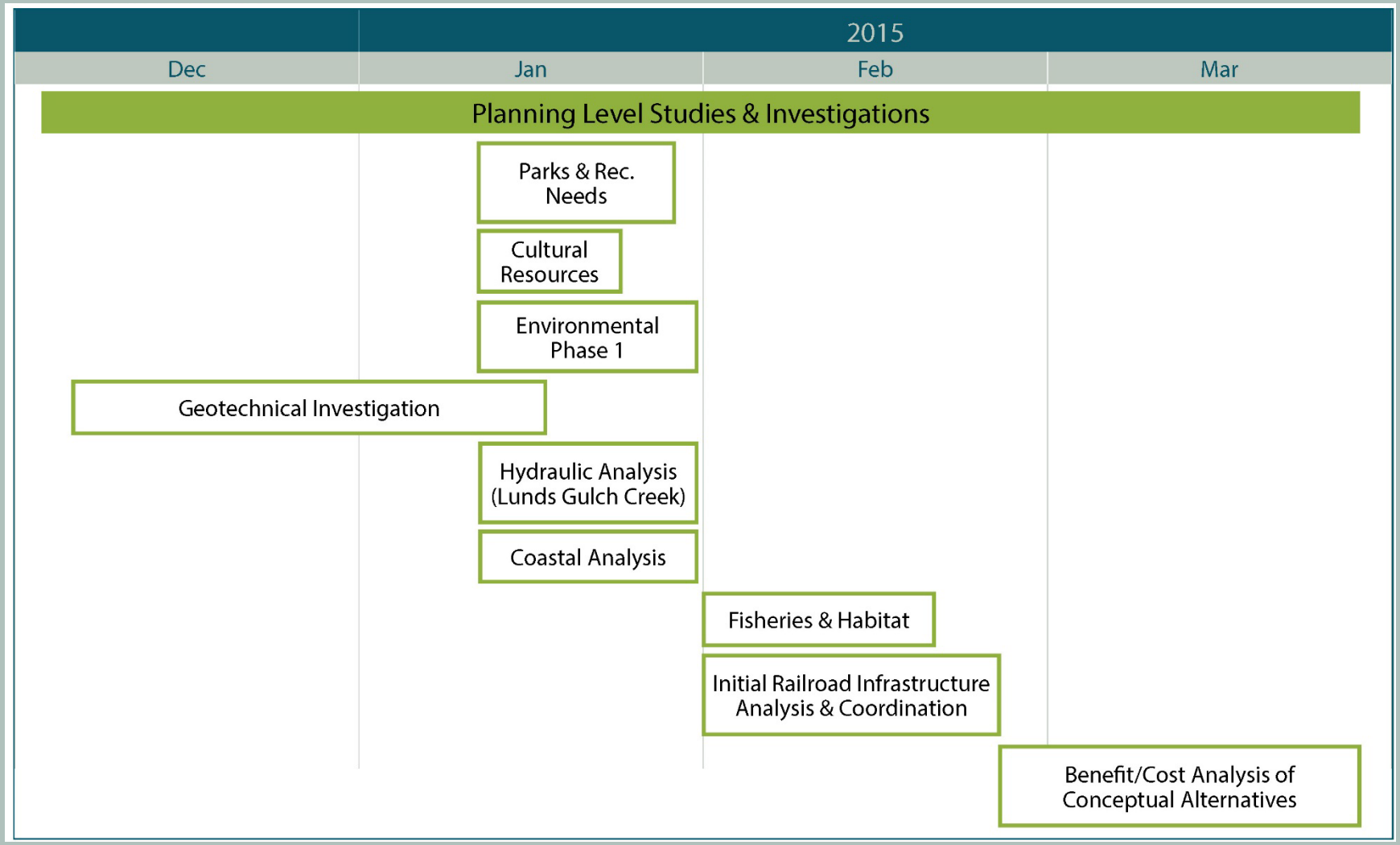
Project Objectives

- Improve fish habitat

Project Overview and Schedule



Planning Studies



Evaluation Criteria

- Public Safety
  - Beach access across railroad right-of-way
- Support for Project
  - Community
  - Agency/Organizations
  - Permitting agencies

Evaluation Criteria

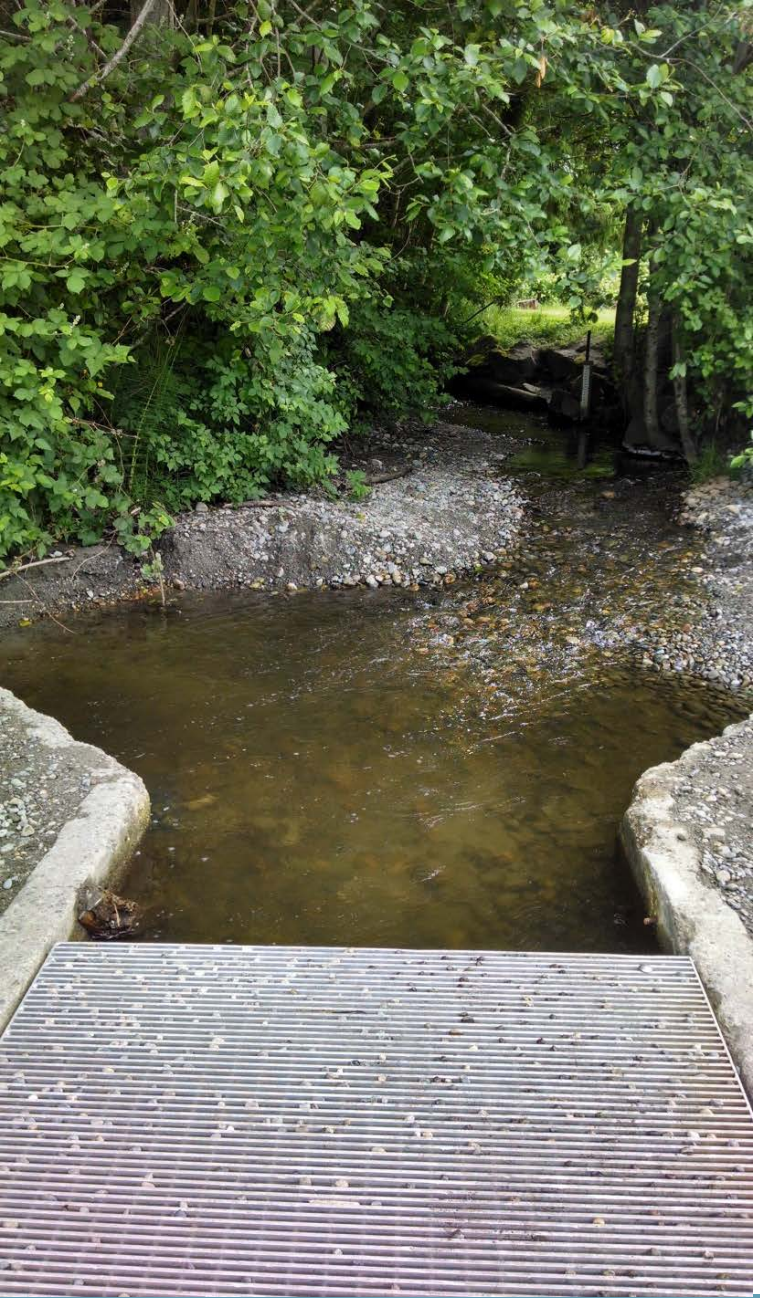
- Park and Recreation
  - Pedestrian/ADA access and circulation
  - Balancing of public access opportunities with habitat protection
  - Conversion of lower lawn areas to habitat
  - Facility relocation
  - Operations and maintenance (O&M)
  - Ability to provide suitable use areas for current and anticipated programs and user groups, including education uses
  - Views

Evaluation Criteria

- Sediment Transport and Coastal Processes
  - Sediment transport capacity of opening, for creek sediment loads
  - Potential for channel migration and meandering
  - Shoreline wave and erosion affecting park and railroad
  - Sediment transport distribution on delta

Evaluation Criteria

- Habitat Restoration
  - Quantity and diversity of nearshore habitat waterward of railroad crossing
  - Juvenile salmon fish passage conditions into lower creek
  - Size of transition zone between saline and freshwater habitats
  - Quality of Lunds Gulch Creek habitat
  - Quantity and quality of riparian vegetation along stream and nearshore
  - Quality of freshwater wetland
  - Habitat connectivity for non-fish species



Evaluation Criteria

- BNSF
  - Consistent with railroad engineering standards
  - Constructible within BNSF work windows
  - Meets BNSF O&M standards
- Funding Opportunities
  - Probability to obtain grants
  - Additional fundraising and partnership opportunities
- Sustainability
- Cost/Benefit Considerations

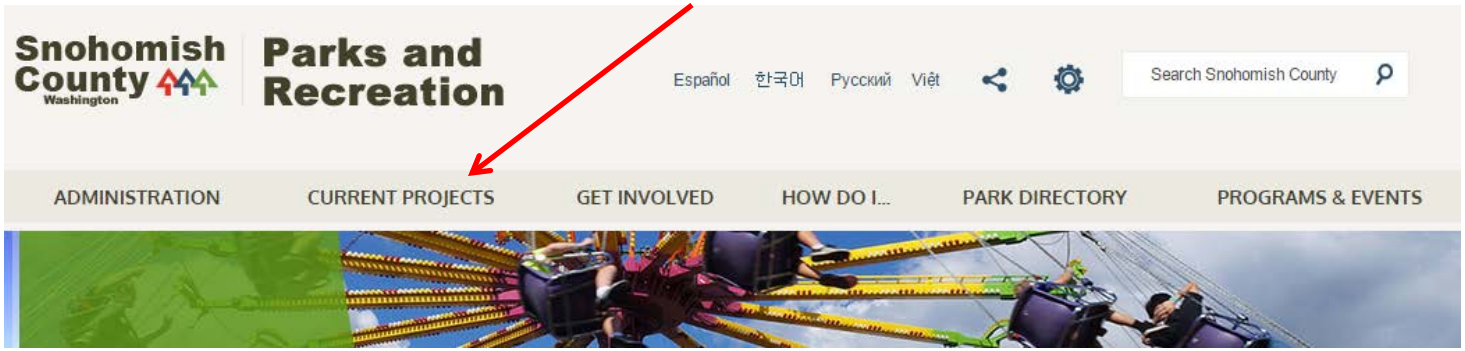
Focused Discussion: Evaluation Criteria

Next Steps

- Community stakeholder meeting (12/15)
- Refinement of evaluation criteria based on input from organization/community stakeholder meetings
- Development of conceptual alternatives
- Studies to evaluate conceptual alternatives
- Scope and schedule of stakeholder involvement

Project Status and Point of Contact

For current project status, updates, and document availability go to: www.snocoparks.org



Questions or Comments:

Contact: Logan Daniels, Parks Engineer, P.M.
Phone: 425-388-6619
Email: logan.daniels@snoco.org

Thank you for your participation!